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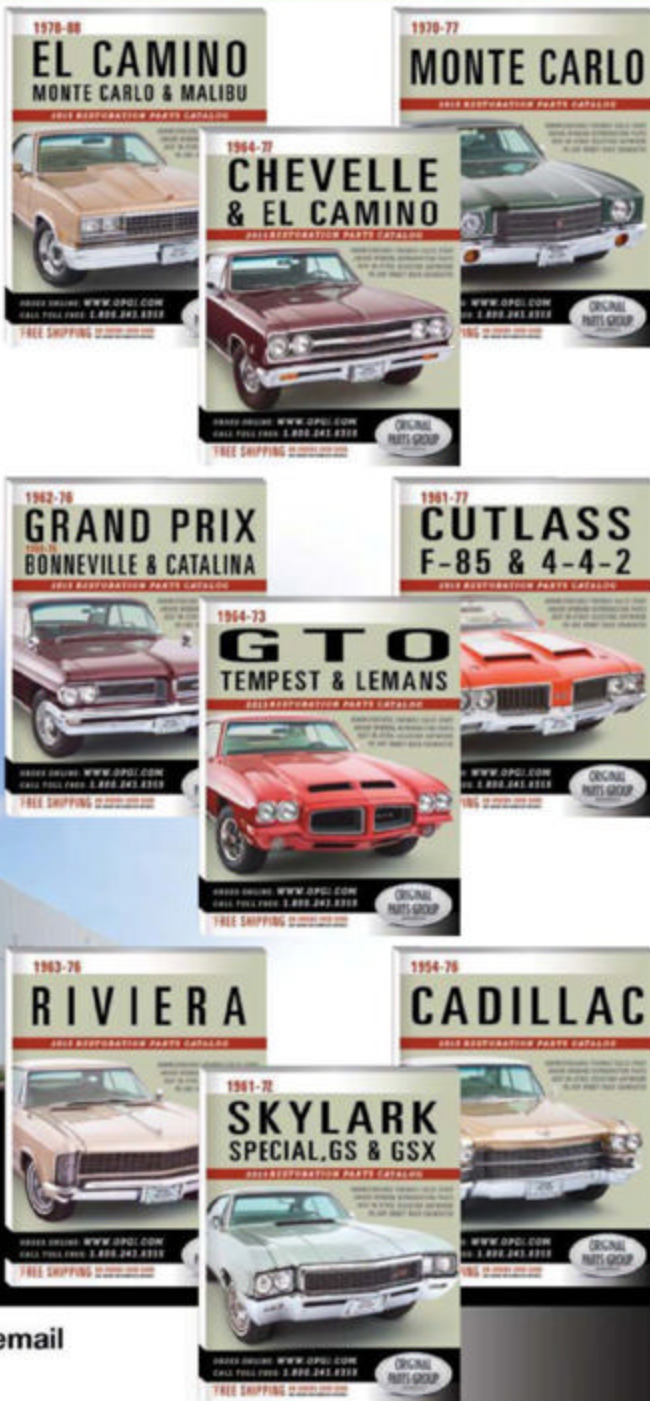
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ON THE COVER: When our friend Robert Rey told us about a 12,000-mile original Boss 429 tucked away in the San Fernando Valley, we had to check it out. You will, too, after seeing Wes Allison's striking photography on the cover and in the feature, which starts on page 32.

■ Anyone worried about how many collectible Mopars are being chewed up by Hollywood?

Cars on Screen

SCOTT GARFIELD/UNIVERSAL PICTURES PHOTO

Seeing the movie *Furious 7* recently and reading this month's Last Page column from Tom Shaw got me thinking, too, about cars on screen.

Charger Mayhem

Let's start right here: What did the Dodge Charger ever do to deserve so much grief?

From the serious black 1968 R/T driven by the hitmen in *Bullitt* to the hundreds of General Lees trashed by the Duke boys (not to mention those ruined in the movie) to the dozens wheeled to death by Dom Toretto in the *Furious* series, this poor car has experienced more celluloid mayhem than any other model I can think of.

Why the Charger? Are they just so cool, and have such a commanding presence, that good guys and bad (or, more likely, their directors) can't resist them? And can't resist trashing them?

Doing some Internet research turned up this bit of trivia: *The Dukes of Hazzard* was based on the life of a real North Carolina moonshiner named Jerry Rushing. He and his brother bought a Chrysler 300D, modified it for running 'shine, and named it Traveler, after General Robert E. Lee's horse. At one point during the creation of the *Dukes* TV show, the writers thought about naming the Charger Traveler, too, but decided the reference

would be too obscure for much of the audience.

Various online references claim that anywhere from 200 to 300 Chargers—1969 models, plus 1968 and 1970 models modified to look like '69s—were destroyed during the TV show's production. I read recently that almost a dozen of the "off-road" Chargers were built for *Furious 7*. Fortunately, most of those started as rusted hulks, but still. Hollywood chews these cars up at an alarming rate. So if you're a Charger collector, or want to be, don't wait for them to become extinct after *Furious 23*.

Car Movies vs. Chase Movies

Often when you read lists of best car movies, what you're really reading is a list of best chase scenes. They're exciting, we get that. But a great chase scene doesn't make a movie a good car movie.

Case in point: *Bullitt*. This lands on most best car movie lists, yet beyond the iconic Mustang versus Charger battle through San Francisco, there aren't a lot of cars here. Likewise *The French Connection*. Awesome chase scene in NYC. Not a car movie. The driving sequences in *Ronin* still get my heart pounding, no matter how many times I watch it. Not a car movie.

Want to see an awful movie with incredible car action? Check out the original *Gone in 60 Sec-*

onds from 1974. At times it's so awkwardly made that it's hard to watch. But the cars are very cool, as is the final 40-minute (!) chase with Toby Halicki trying to bag a certain Mustang fastback and destroying 90-some cars in the process. It has real driving, not CGI, and real consequences when things go wrong: Halicki compacted vertebrae in his spine and never walked the same after accidentally hitting a light pole at 100 mph.

The quintessential car movie has got to be *American Graffiti*. Not only does it contain a drool-worthy assortment of classics, but the cars aren't just props. Every one, from Milner's five-window coupe to the ghostly white T-bird, was cast so thoughtfully that they are characters unto themselves. What helps, too, is that it's just a good movie, with a great cast and a theme everyone can relate to, whether or not you were there in 1962.

A good car movie that also has great chases is hard to find. Of course, all the *Furious* films are car movies with chases, but the operable word here is *good*. They're silly, stupid, entertaining, and a lot of fun, if you watch them with the right mindset (and don't mind all the valuable muscle being wadded up). And yes, they've made billions of dollars at the box office. But I can't call them good.

No, the best car movie with great chases is *The Blues Brothers*. The stunts pulled off by Jake

and Elwood in the Bluesmobile are mind-blowing, putting the Monaco in the top tier of best movie cars of all time. But this cocaine-fueled film also throws in incredible carnage wrought on dozens of Chicago PD cruisers and a mile-high drop of a Nazi-infested Pinto. Having one of the best soundtracks in cinema history doesn't hurt, either.

Favorite Movie Cars

My favorite movie cars show up in my favorite car movies, like the Bluesmobile, and in movies that you can't really call car movies, like the Aston Martin in *Goldfinger*. Yes, with the original James Bond, Sean Connery, and the original DB5. The 390 may have been a weak motor, but the way Steve McQueen drove that Mustang in *Bullitt* started my favorite-movie-car list back when I was 11. I love the Griswold's Family Truckster from *National Lampoon's Vacation*, Kowalski's Challenger in *Vanishing Point*, Mad Max's Australian Falcon, Burt's Trans Am in *Smokey and the Bandit*, the first Herbie in the first *Love Bug*, the Hannibal 8 from *The Great Race* (I drove one, another story for another time), and even the time-machine DeLorean from the *Back to the Future* movies.

Can't wait to see what's on your car movie and movie car lists.

Drew Hardin
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ART DIRECTION & DESIGN

Art Director Tom Donchez

MANUFACTURING & PRODUCTION OPERATIONS

**VP, Manufacturing &
Ad Operations** Greg Parnell
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NEW MUSCLE YEA AND NAY

Gary Cella's letter in the April issue calling for newer muscle cars in MCR sparked a huge response from readers. Some of the most interesting points are below. The feedback ran about 60/40 in favor of adding newer cars to the mix, giving me a lot to think about.



YEA

I really appreciate vintage iron (my 1966 Mustang GT was featured as a Homegrown Hero in 2011), but I would really like to see more modern muscle cars from the Big Three. I've owned two Coyote 5.0 Mustang GTs and I also currently own a 2015 Challenger Scat Pack R/T with the 392 485hp Hemi. American youth is still very interested in fast cars, but their knowledge and interest in the classics is fading away. I think it's important to expose and educate today's youth on our beloved vintage muscle cars by incorporating the cars they know about along with the originals.

Kurt Muellner

I fully agree that newer cars should be incorporated into the mix. Where else can I read about a stock 1987 GNX or a 1985 Thunderbird Turbo Coupe? No one covers these models of cars, yet they were the "in" thing when I was a young adult. This comes from a guy who owns a 1969 Mustang Mach 1 and a 1970 Mustang fastback. I also own a 1993 Mustang LX 5.0, and it's getting to the point that I get more attention when I drive my '93 Mustang than when I drive my '69. People are always saying, "Man I've always loved those 5.0 Mustangs. I wish I hadn't sold mine." Sound familiar?

Doug Boysel

Our generation's LS6 Chevelle is a GN. Our COPO Camaro is an IROC 1LE Camaro. Our Shelby is a stripped-down 1991 LX 5.0. Please start covering this segment, and I'm sure the interest will grow.

Robert Chambers

We need some 1970s and 1980s muscle in

EL MALO

Just finished reading the April 2015 MCR and enjoyed it very much. My old friend Gene Evans (haven't seen him in decades) owned the 1969 Olds F-85 called El Malo ("Gem Field") when new and modified it with assistance from Dale Smith at Oldsmobile to run NHRA G/S, which it did very well. Gene was a working guy with a family, so the car didn't see a lot of national events, but when I was out playing with my weekend warrior 1969 'Cuda 383 D/S car, Gene was often there with El Malo. I recall the car going 12.20-30 at most tracks. Not a lot of folks were familiar with the Ramrod



Olds 350, and many were convinced it was a larger 400 engine.

Almost forgot: The original name for that car was El Malo Negro (The Bad Black), but folks thought that was a tad insensitive, so it came off.

Joe Reed



MCR. As a magazine I would think you want to hit the working clientele. The teenagers in the 1980s are now working adults. I still have my Mustang from when I was 18!

David Bass

I am a Mopar fan at heart. I am currently completing a restoration of a 1967 Coronet R/T. However, being 37 with student loans, a house, a wife, and an 18-month-old son, most classic muscle cars are dreams out of my reach. The 1980s to early 2000s cars are still within reach of people of my age and situation. I can't drop \$70,000 to \$100,000 on a Hemi Superbird, but I can afford \$10,000 to \$12,000 for a 1983-1984 Hurst Olds or Monte Carlo SS. I would love to see your magazine feature some of these cars or others.

Jim Ihnat

NAY

Muscle cars are from 1961 to 1970 (with a few Mopars in 1971). I honestly would spend my money elsewhere if you start putting Mustang IIs, IROCs and the like in this great mag.

Steve Pullinger

I am not in favor of having cars from the 1980s in the magazine. I go ga-ga over muscle-era cars, not '80s wheeze buckets.

Brad Clarke

Keep '80s and '90s cars out of MCR. You guys are one of the last mags to stay the

course. Please keep it that way. Every time I hear one of these idiots spouting off about how great these cars are it makes me want to puke. Just because you were suckered into buying one of these piles of crap, don't try to cram it into our magazine. If these cars were as popular as you all claim, why don't they have any publications dedicated to them? Keep them out of this great publication! Funny thing about muscle car mags that started to include these cars: They're all gone!

Mike Concordia



THE HERD

I'm responding to your request for feedback about whether newer muscle would interest your readers. The answer is an emphatic yes! I belong to a Chicago-area Impala and Caprice (B-Body) car club called The Herd (theherd.com). We have members around the country, and they show their cars, drag race their cars, road race, and autocross. We even have one member who runs his car at the Bonneville Salt Flats. It has a top speed of 212.1 mph and is seeking to set a class record this year of 250 mph. Naturally the LT1 has been removed and a 572-inch, twin-turbo, GM big-block sits in its place. We call this car the Giant SS and the World's Fastest Impala. As you can see, even a four-door car can be exciting.

Chuck Barrett 

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By Drew Hardin



Basket Case Chevelle Update

■ Chris Argentieri leaves Muscle Car Restorations on his maiden voyage in the Chevelle.

Editorially speaking, we are still a few months away from completing the buildup of the 1970 Chevelle SS396 we dubbed the Basket Case Chevelle. (Read about the installation of the car's engine and transmission on page 40.) In the real world, owner Chris Argentieri is enjoying the basket-case-no-more, the result of months of hard work put in

by the crew at John Balow's Muscle Car Restorations.

There's no question that the Chevelle's tuned big-block, with more than 500 hp on tap, rejuvenated the Chevy's road manners. But Argentieri has noticed that the car is a handler, too. "These cars don't have the best reputation for handling, at least not off the factory floor, but the car ex-

ceeded my expectations," he told us. "The steering was light, and the car handled great."

Getting to that point meant tossing aside many of the suspension and steering components that came with the basket case and reaching out to the chassis experts at PST, said Balow. "PST had everything we needed for this car: coil springs with the

correct rate for the big-block, fresh factory-style bushings, and new linkage that we knew would tighten the steering. The parts were engineered well, everything fit as it should, and the Chevelle now rides and handles far better than the day it left the factory."

Stops better, too, he added, thanks to new brakes at all four corners, also from PST.

Bandit's Trans Am Sold

Among the cars consigned to the Spring Carlisle 2015 auction was a 1977 Trans Am

owned by the Bandit himself, Burt Reynolds. This recreation of the T/A Reynolds drove in *Smokey and the Bandit* was restored by Reynolds' friend Harold Murphy of Murphy Auto Body and Restoration. Per an agreement between

Reynolds and Murphy, this will be the last "Bandit" car built for the actor. It came with a title in Reynolds' name, an autographed hat and jacket like the

ones he wore in the movie, and Reynolds' autographs on the car's dash and hood.

When the auctioneers were done and the gavel came down, the T/A sold for \$181,900 (including auction fees).



Limited Edition GT350

Ford has announced that the new Shelby GT350 Mustang will be built in very limited numbers during 2015, the 50th anniversary of the original Shelby pony car. Just 100 GT350s will be made with 2015 VIN numbers; after that, the VIN will switch to 2016 models.

If you're interested in the more hardcore GT350R model, act fast. Just 37 will be made this year. Why 37? Carroll Shelby said that's how many competition models were made in 1965 according to Ford, two prototypes and 35 production models. The SAAC *Shelby Registry* has a different tally: two prototypes, 33 production cars, and a late-build R-model that was turned into a prototype for the 1967 G.T. 500, for a total of 36.



"For 2015, Ford will make sure there is no confusion about the number of GT350R models constructed," says the maker. There will be 37 cars built "in Carroll Shelby's memory."




Are You Furious?

Can't get enough of the eye-popping Mopars Vin Diesel drives in *Furious 7*? There's a new ride opening this summer at Universal Studios Hollywood called *Fast & Furious—Supercharged* that the studio says will “catapult guests into the high-stakes underground world of street racing.” The “dynamic hydraulic motion-based thrill ride” will tell an original *Fast & Furious* story. Riders on the studio's tour trams can watch “exclusive interstitial content—that was filmed with the cast members—as they engage guests en route to the ride's climactic scenes.” Along the tram route several of the cars from the movie series will be parked, including one of Dom Toretto's Chargers.

Muscle Car Bookshelf

Chevy Chevelle 50 Years

by Mike Mueller, 192 pages, hardbound; Motorbooks, motorbooks.com

Author (and *MCR* contributor) Mueller has packed this book with fascinating facts about America's favorite GM A-Body, telling its history through informative text, extensive archival and contemporary photography, and numerous tables and charts. He also puts the Chevelle in context with its rivals from both within and outside of GM. SS models, COPOs, and the LS6 get their own chapters, as does the El Camino and Chevelles in various forms of competition, from NASCAR to the NHRA. 



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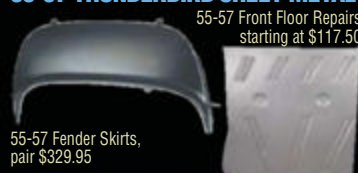
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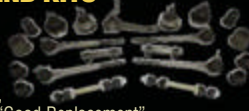


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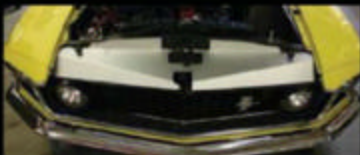
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1965
THROUGH
1973

1978
THROUGH
1993

1955
THROUGH
1957

1948
THROUGH
1996

1967
THROUGH
1981

1964
THROUGH
1987

1947
THROUGH
1998

1967
THROUGH
1981

1964
THROUGH
1972

By Jerry Heasley



■ Michael Lightbourn (left) and Gunnar Steward peeled back the car cover to reveal an unrestored 1969 Z/28 in Olympic Gold with black stripes.

“He said he really loved the car and he wanted it to last.”

This 1969 Camaro Z/28 will last. Its new owner will simply clean it, no restoration necessary.

Jim Leonard bought this Camaro new in 1969. On the first day, he put the car on blocks “because he couldn’t figure out exactly what he was going to do with it,” said his cousin Gunnar Steward.

Incredibly, Leonard began his 40-odd-year Z/28 preservation program in 1969!

I got to ride along for this car’s 2015 unveiling. Most of the time, readers send me photos after the hoopla is past. Michael Lightbourn and I met Gunnar Steward and John Flack, another one of Leonard’s cousins, in Media, Pennsylvania, at Otto’s Car Repair on State Street.

I thought the Z was in Otto’s shop. Instead, the car was next door in an old garage in the backyard of a 19th century house.

“This garage used to be an old carriage house,” Steward said, as we walked toward

Camaro gold. He opened the door and we walked inside to see two cars draped with covers.

He said, “The second car is a 1984 Z28 with 3,200 miles.”

Apparently, Leonard loved his Zs. Later, Kevin Otto, from the shop next door, told me, “He bought that ’84 because it was the last year for carburetion.”

I couldn’t wait for Steward to slide off the cover to see what Michael believed to be the lowest-mileage, undiscovered, and unrestored one-owner Z/28 left in the world. What hit me first was the strange color—Olympic Gold—with black stripes.

“Wow, you don’t see that color very often,” Lightbourn said. He had flown to Pennsylvania from El Paso, Texas, to see the muscle Chevy, after negotiating with Leonard’s estate for the past two months. He was ecstatic with the sight of original paint. The interior, likewise, was untouched.

We popped open the hood to discover an open-element air cleaner devoid of decals. “Not all of the cars had decals,” said Lightbourn.

He began checking numbers, starting with the air horn on the Holley carburetor. Check, all correct. Followed by the engine code on the boss on the front of the block. Another check. He moved from the engine block to the transmission.

Leonard had passed away two years before, ending his care program. He left no children or wives to inherit his estate, and Leonard was a collector—coins, miniature cars, and comic books, in addition to Z/28s.

Steward spoke of summer days decades ago when Leonard drove his prized Z/28 to the local Dairy Queen, a favorite hangout where hot cars cruised on Saturday night.



■ The smog pump was missing but is most likely among Jim Leonard’s belongings. The remainder of the engine, except for the replacement battery, was remarkably original and undisturbed.



■ Leonard had the foresight to keep the original Sports Car 200 tires that were on the car when he took delivery in 1969.

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Meanwhile, years passed as "Jimmy" (as his friends called him) worked at Scott Paper and drove his Chevette to work.

"He wasn't the kind of guy to blast up and down State Street in the darn thing," said Otto. "He had a gorgeous C10 Chevy pickup with a 454."

Otto spoke of Leonard driving the car to his shop for an inspection sticker once a year. Then he would "go home and park it again."

Otto told me Leonard "put most of the mileage on the car when he first bought it."

The last inspection sticker I could see was



■ The Z/28 was really looking sharp parked on a rollback. From here, we loaded the car onto the enclosed trailer for the trip to its new home.

dated 1994. Apparently, the Z/28 hasn't been started since then.

Lightbourn had uncovered a rust-free, original-paint Z/28 with a one-owner history, a car that, in Steward's words, was "bought new about 5 miles from here from a Chevrolet dealership that used to be on Route 1. It's never left town."

Media is less than 10 miles from Berwyn, Pennsylvania, home in the 1960s to one of drag racing's giants, Camaro legend Bill "Grumpy" Jenkins.

"[Leonard] idolized him, followed his racing career, and would go to different events just to watch Jenkins race," Steward said.

I think Jimmy Leonard would be pleased to know his car is in the hands of a collector who will continue to make this Z/28 "last." This Camaro Z/28 is more than a matching-numbers, one-owner classic. The originality and low miles mean this car will not be restored. It will tickle the fancy of car enthusiasts for many years to come. The car will remain untouched. As we speak, Steward is hunting for the smog system, which wasn't on the car.

"He would never throw anything away on the car."

There are bigtime collectors now who collect unrestored muscle cars. This Z/28 qualifies, both with low mileage and with a preservation program by a man who knew, from day one, this Z/28 was something special, something he really loved. Thanks, Jimmy. **NCR**

Do you have a **RARE FIND** story to share? Contact Jerry Heasley at jerry@jerryheasley.com.

■ The black vinyl interior was in great condition.

■ The odometer barely left the single digits, edging past 10,000 miles.

■ We pushed the Z/28 from the garage into a slight drizzle. Steward said that this was the first time the car had ever been in rain.

"It will tickle the fancy of car enthusiasts for many years to come"



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READERS' RIDES

Cory Ferari-Zimmerman Three Fords



I WAS BORN AND RAISED A FORD

MAN. When I was growing up my dad preferred Falcons (we had three at one time) as well as a 1965 F-100 and a 1961 Galaxie Starliner. When it came time to purchase my first car, there was a 1970 Mach I in my hometown that I had eyed all through high school. It never moved, didn't look like it had been driven recently, and was in need of some TLC. In my senior year (1990) I approached the owner. I informed him I was a Ford fanatic and that I wanted to buy his Mustang. He agreed to sell it to me. After talking with my dad, a deal was made. Come to find out that half of my hometown had tried to purchase the Mach I with no success, including my dad.

I still own the car and am getting close to starting the process of getting it back on the road. Marriage, kids, and a career put the Mustang on the back burner. Other than putting in a new 351C four-barrel (still have the original) and rebuilding the transmission, I have done no other work to it.

In 2013 I decided it was time for a pickup. It had been about 10 years since I had one, and I missed having a pickup to do projects. I limited the era I wanted to the "slicks" from 1965 and 1966. Second requirement was that I wanted a 4x4, manual steering, manual brakes, and four-on-the-floor. Our son was approaching driving age, and I told him he was going to learn to drive "old school." After searching for most of the year I found a 1966 F-100 4x4 in Spokane, across the state from me but near my parents. Had the good fortune to visit my parents soon after, see the pickup, and make a deal to bring it home. Interestingly enough, my dad knew the first

two owners, as it spent most of its life near where he lived. It has been a great purchase. All of my kids come out to help work on it. It gives me an opportunity to teach the kids how to work on vehicles.

The last vehicle is a 1965 Falcon Sprint, one of 2,806 produced. It was purchased by my dad in the early 1980s, was a 15-plus-year project for the family, and was sold by my dad in 1998. My wife and I agreed I could purchase it, and we made an offer to dad, only to be informed that he sold it the day before. The thought of the Falcon was always at the back of my mind. About 10 years ago I started looking for it in earnest. I'd get frustrated but was fortunate when the owner posted the Falcon on the Seattle Craigslist site this summer.

My wife doubted it was the same car until I asked for a picture from the rear of the car. For Father's Day when the Starliner was in the body shop I asked the bodyman to paint "Dad's Toy" on the trunklid as a gift to my dad. He liked it so much that he had "Dad's Toy 2" painted on the Falcon when the bodywork was done. I was shaking when I saw the picture after searching for so long.

In November I was able to fly to see the



Falcon and make a deal to bring it back to the family, only sitting in my garage this time. Not much had changed on the Falcon since my dad sold it. It still sported the paint job he put on it (with a few features added by other owners). The suspension was unchanged except for the addition of subframe connectors and traction bars. The engine had a few minor changes but was still the 347 stroker he built, now hooked up to 4.11 gears with an Auburn locker. Driving it brought back those memories of driving it in high school!

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READERS' RIDES

Mark Dellacqua 1993 Mustang LX



MY CAR IS A 1993 REEF BLUE MUS- TANG LX 5.0

that I have owned for 18 years now. I bought the car on Halloween of 1997. It was in mint condition and factory original with 32,000 miles. I had owned first-generation muscle in the past (a 1969 Mach 1 and a 1970 Mustang convertible), but after making a later-in-life decision to return to college, all the muscle cars (and other toys) were sold due to fiscal restraints. After graduating, I immediately procured gainful employment as a registered nurse for the Veterans Administration, and with it came the need for some American muscle.

I initially gravitated back to the first generation muscle, but by 1997 the 5.0 Mustangs had ushered in the return of the American muscle car and had done so in a big way. After perusing a local used car lot that was famous for having five to seven low-mileage stock 5.0 Mustangs on any given day, I immediately saw the car that was for me.

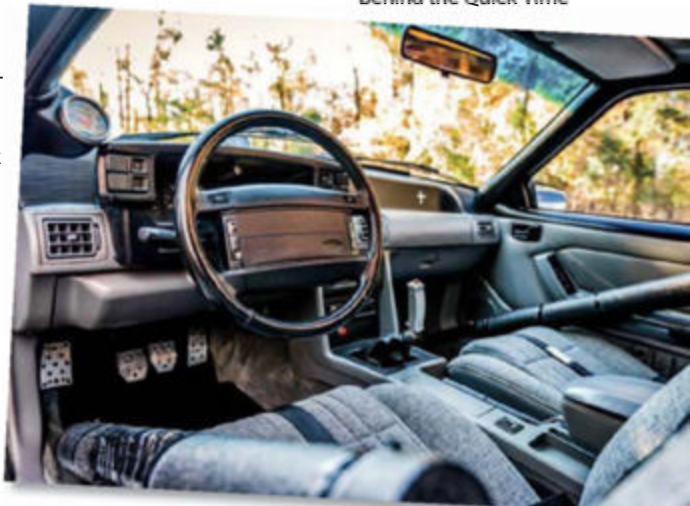
Initially my intent was to leave the car relatively stock with the exception of the mandatory Flow-master mufflers. This plan lasted only until I saw the depths of an aftermarket parts catalog. I was on my way.

Looking back, the

modifications were done in phases, but I never deviated from my original goal of keeping a stock/sleeper look. Eighteen years and a few dollars later, I have reached the place where the car is 99 percent done and the rest is just maintenance (let's hope). All systems have been replaced or upgraded with new quality parts and tastefully done, if I say so myself.

The engine is 331 inches, balanced and blueprinted with forged internals. It has Twisted Wedge 185cc aluminum CNC ported heads, Holley fuel injection, and a Vortech S-trim supercharger/aftercooler. Ignition parts include MSD electronics, a 130amp alternator, and a rear-mounted Optima battery.

Behind the Quick Time





steel bellhousing and Centerforce DFX clutch is a Tremec TKO600 five-speed transmission, a Motorsport HD 31-spline Traction-Lock differential, and 3.73 gears. There are power disc brakes front and rear with 11-inch cross-drilled rotors.

I put Lakewood 70/30 struts in front and Viking double-adjustable shocks in back, plus Hotchkis adjustable caster/camber plates and Eibach sway bars.

The headliner, carpet, map pockets, upholstery, and foam padding for the seats were replaced in 2013.

The engine has been dyno-tuned to produce 500 rear-wheel hp and 480 lb-ft of rear-wheel torque. I've made an 11.6/124-mph pass on a one-time run and could get into the 10s with practice. The motor is more than seven years old and has 9,000 miles on it. It's capable of an easy 100-150 more horsepower, but longevity was a factor as well. Besides, with a car weighing 3,050 pounds, 500 hp is more than enough with 225/5016ZR tires. BFG all the way around with Drag Radials on the back. **MCR**

We want your readers' rides! Share the story of your muscle car. What did it look like when you got it? Have you done any restoration work? Email your stories and high-resolution digital photos to mcreview@sbcglobal.net, or mail them to *Muscle Car Review*, Readers' Rides, 831 S. Douglas St., El Segundo, CA 90245. We reserve the right to edit your stories, and photos cannot be returned.



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Thick Like



By Geoff Stunkard

Up in White Bear Lake, Minnesota, John Manship had a neighbor who changed cars every couple of years. In 1969, John was surprised when the man announced that it would be a new Mopar that year, as the neighbor had previously been partial to Chevrolets and Fords. John had been a longtime Chrysler owner and fan, having owned a 1959 Savoy and, at that point in time, a red 1966 Belvedere with a 273-inch small-block (his first new car purchase). So John's curiosity was piqued when the neighbor showed up with a brand-new Road Runner.

Plymouth's Road Runner was named *Motor Trend's* Car of the Year in 1969, having spearheaded the budget muscle car revolution when it debuted the previous model season. Iconic almost from the start, the Road Runner mixed a low-priced midsize body (the Belvedere) with a matched selection of good suspension and driveline parts, two engine options (the 383 and 426 Hemi), and the Warner Bros. popular avian cartoon character as a logo. When demand proved much greater than expected, there were

upgrades like a convertible option and the release of the M-code Six Pack the following year. Indeed, sales for 1969 were the best the model experienced, with 82,000-plus examples hitting the pavement.

Now, to be honest, John was not overly impressed with the car that ended up on the block that day. This was a standard 383 sales bank car with a bench seat, column shift, and pretty basic options. And it was painted T3 Honey Bronze (like we said, John's '66 was bright red) with redline tires and fullsize hubcaps. If not for the little hood bulges and Road Runner logos, it was a two-door taxi. That opinion changed overnight when the owner added a set of 15-inch Cragar S/S mags. Now it looked like a performance car, and John was frankly smitten. All he had to do was wait until the inevitable day when the owner was ready for a fresh set of wheels.

That happened in 1971. John and his wife Sandy sold the '66 small-block and laid down \$1,800 for the well-preserved car. As residents of Minnesota, both the first owner and John took the logical route of having a summer car and a "bad weather cruiser"

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to let the good car stay in the garage when the snow was falling. As a result, the Road Runner was remarkably well kept from the day it was purchased. And what you see here is unrestored.

Since buying it with about 10,000 miles showing on the odometer, John and Sandy have driven the car about 59,000 more miles, including several summer trips in the 1970s towing an 18-foot camper behind it, even into Canada. John did have some touchup work done to one side after an errant association with a garage doorway, but most of the paint and the matching tan vinyl top are original and, most importantly, unfaded or changed by sunlight.

The driveline is standard fare: a 335hp 383 Magnum engine, an A727 three-speed, and an 8.75 differential with a 3.23 Sure Grip. The interior was also tan, creating a fairly monochromatic appearance. Since John did get the original wheels and hubcaps with the

car when he bought it, in recent years he has chosen to show the Road Runner with them intact, complete with redline tires.

We caught up with the Manships at the Muscle Car and Corvette Nationals, where they were among several other Chrysler muscle cars in a display the show calls Mopar Alley. What is most remarkable is the car's overall condition. The factory paint overspray patterns, small details like clips and fasteners, the original interior, and lack of any body rot helped make it an easy pick from among the 500-plus vehicles to highlight for our readers.

Perhaps one of the best statements about the package was written more than 40 years ago, when Ray Brock and the *MT* crew awarded Road Runner the highly-regarded Car of the Year status. A secretary was given the chance to drive it for a few days and came back with this impression from curbside and inside: "It wasn't just a car anymore. I'd found love."



“The Road Runner was remarkably well kept from the day it was purchased”

■ John and Sandy Manship have owned their Road Runner since 1971 and used it as a (fair weather) driver for years. Here are photos that they took of their Plymouth on a couple of summertime trips.



■ Warner Bros. gave approval to use the cartoon bird on the car so late that the emblems on 1968 Road Runners had to be rendered in black and white. By 1969 there was plenty of time to produce the bird in full color.

AT A GLANCE

1969 ROAD RUNNER

Owned by: John and Sandy Manship, White Bear Lake, MN

Restored by: Unrestored original

Engine: 383ci/335hp Magnum V-8

Transmission: A727 TorqueFlite 3-speed automatic

Rearend: 8 $\frac{1}{2}$ -inch with 3.23 gears and Sure Grip

Interior: Tan vinyl bench seat

Wheels: 14-inch steel with fullsize hubcaps

Tires: F70-14 Firestone redline

Special parts: All original with 69,000 miles

TOP DOG ROAD RUNNERS

While the Manships' 383-powered car was similar to a majority of the Road Runners sold in 1969, there were a couple of other ways to buy one that put the model into true supercar status. The first was the convertible option, which also meant that you could get a Hemi Road Runner with a drop top. Just 12 were built, two for Canada and 10 for the USA. The second was the legendary midyear release of the A12 440-6BBL option, making use of the tri-power Holley layout that had first shown up on the L68/L71 427 Corvette. This package was a 'runner on steroids, featuring the largest police-app tires then available, heavy-duty suspension, and a fresh-air hood that made successful use of the "boundary layer" theory of raising the scoop entrance above the hood surface. Alas, we would hazard a guess that few of these were painted Honey Bronze, and fewer still were survivors as nice as John and Sandy's!

Production numbers courtesy of nzmoparforum.co.nz.



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■ Thought the engine bay looked clean? The Road Runner's interior is mint! The vinyl bench seat and column shifter do contribute to the car's "two-door taxi" aura, but low-buck fun was the whole point of the Road Runner.

“What you see here is unrestored”

■ No Hemi or Six Pack here; the Manships' Road Runner was equipped with the standard 335hp 383. Photoshop trickery allows you to look through the air cleaner to the car's single carb. The engine bay is remarkably nice for an all-original (and driven) muscle car.



■ This core-support paint splatter is the kind of real-world, 1969-vintage assembly line detail that survives in an all-original car. Restorers who want to incorporate true, as-built authenticity into their work can learn from these "mistakes."

■ John and Sandy's beloved bird had 10,000 miles on it when they bought it in 1971. Since then they've managed to keep the mileage down to just 69,000, but John was willing to put a few more on for our cameras.



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She's Real Great, My 348

**Tri-Power Impala
Has Made It Through
the Decades With Just
34,000 Miles**



By Arvid Svendsen

The 1961 model year was a time of important progress for the Chevrolet Impala. Right off the bat, the styling was changed for the better with the elimination of the wild fins seen on the 1959 and 1960 models. Ride quality was improved, as was the interior, specifically the seats. Chevrolet called the Impala “the car with the jet smooth ride.”

Chevrolet also made serious efforts at providing performance that year. The 1961 Impala customer could order one of five 348ci engines, producing 250, 280, 305, 340, or 350 hp. The 340- and 350hp versions came with 11.25:1 compression ratios and solid lifter camshafts. The 340-horse motor sported a single four-barrel carburetor, while the 350hp motor was fed by tri-power induction.

Midway in the 1961 Impala run, the Super Sport option was introduced along with the legendary 409ci V-8. Just 453 Super Sports were built in 1961, and not all of them were 409 cars. In fact, only 142 409 cars were produced that year, making a real 1961 409 Im-

pala SS an extremely rare find. But a 1961 348/350-horse tri-power Impala would be a nice score as well, especially if discovered in completely original, unrestored condition. This Tuxedo Black 348/350 Impala Sport Coupe owned by David Steinberg is that car.

Original cars, with all their bumps, bruises, and imperfections, are gaining the attention they deserve. An increasing number of muscle car enthusiasts are spiffing up their collections with beautifully preserved, original paint vehicles. The perfectly executed, big dollar restoration will always wow a crowd, but the preservation side of the aisle has a growing fan base. Says Dave, “Even though the paint on this car is original, it is still exceptional. This car was cared for properly, and I’m very privileged to now have the responsibility to continue to take care of the car.”

As is the case with many original cars, this Impala has an interesting story. In December 1960, when 25-year-old Royce Jolley finished his duty with the United States Army, he made his way



to Shaver Motors in Gary, Indiana, where his brother-in-law Jack Lehaie was a salesman. Royce and Jack collaborated to assemble the very best Chevrolet had to offer for the performance enthusiast. Royce wanted a 409 engine, but he was told that it would take six months for the car to be delivered. For that reason, Royce chose the top-dog 348/350hp engine. He also wisely went with the 3.70 Posi rear and four-speed BorgWarner transmission. Some heavy-duty suspension pieces and a killer Tuxedo Black with red interior color combination rounded out the package.

Royce picked up the Impala in February 1961 and drove it sparingly that first winter. In the summer he took the Impala to US30 Dragstrip in his hometown of Hobart, Indiana. The car ran well, and great memories were made, but he would never drag-race the car again. Royce also took the Impala on a road trip to Ohio that summer. His new Impala was serving him well, but he must have decided some time in that first year of

ownership that it was not going to be a commuter car.

After that first year the car was always garage kept and never driven in bad weather. The engine received mild custom touches but was essentially undisturbed. Circumstances led Royce to sell the Impala in October 1969 to Jerry Bolde for \$1,200. At the time of sale the car had only 29,187 original miles. In a letter that David Steinberg requested, Royce explained, "I hated to see it go. It was without a doubt my favorite car I ever purchased."

Jerry was known in Indiana as an Impala guy, with extraordinary knowledge of the 348/409 cars. Like Royce, he never drove the car in the snow or bad weather, and he knew how to properly preserve the car's exterior.

David first spotted the Impala in 1977, when he went to Jerry to get help for another 1961 tri-power Impala that he owned. Though the Impala was tucked away, David quickly learned of its rare drivetrain, low miles, and exceptional condition. Mutual interest in Impala



AT A GLANCE

1961 IMPALA SPORT COUPE

Owned by: David Steinberg

Restored by: Unrestored original

Engine: 348ci/350hp V-8

Transmission: BorgWarner 4-speed manual

Rear: 3.70 gears with Positraction

Interior: Red vinyl bench seat

Wheels: 14-inch steel

Tires: 8.00x14 Firestone 500 whitewalls

las quickly forged a friendship between David and Jerry, but the car was not for sale.

Finally, in September 1991, Jerry offered to sell the car to David. At that time, there were 34,400 miles on the odometer. Within three hours of David purchasing the car, his longtime friend Tom Dietz came over to inspect and evaluate it. "Tom is a longtime friend who was instrumental in convincing me to keep the car original," David explains. "Tom is 'Mr. '62 409' guy, and he was an incredible help with keeping my newly acquired Impala in its original condition."

Almost 24 years later, there are now 34,650 miles on the car. David carefully established the vehicle's history by working with both owners to create notarized, signed statements from each. The statements record the history, mileage, and condition of the car during each owner's time with it. David also compiled all relevant date stampings and casting numbers to prove the car's originality. The car deserves such attention, as it's clearly one of the finest 1961 original paint Impalas in existence. **SCA**



■ This view of David Steinberg's original unrestored Impala shows off the styling improvements made to the Impala for 1961. The roof pillars are thin and elegant, and the body shows definite jet-age design cues.



■ On a snowy February day, Royce Jolley took delivery of his brand-new 1961 Impala and drove it home to Hobart, Indiana. It was only driven sparingly during the rest of that winter and then never driven in winter again.

■ In the summer of 1961, Royce Jolley took his Impala to the US30 Dragstrip. He just had to test out the optional 3.70 Posi-traction rear. The first time out the car ran a 16.00 at 98 mph. In Royce's words, "It spun the tires all the way down."

■ Royce only took to the car to the dragstrip one time, but he enjoyed quite a few runs that day, banging the gears of the BorgWarner four-speed transmission. Today the car still has the original clutch.

■ Royce kept the car in pristine condition, changing the spark plugs every thousand miles. He dressed up the 348 and the engine compartment with aftermarket add-ons typical of the day.

■ Here's how the Impala's engine bay looks today. The engine compartment was cleaned and detailed by Mike Ardito. Every date stamp and casting number on this car is correct, and the engine is highlighted by original spark plug wires.

■ The tri-power 350hp V-8 was the most powerful engine offered when Royce ordered the car. The cylinder heads are casting No. 3781147, stamped December 28, 1960.

■ Chevrolet boasted that the 1961 Impala models featured wider door openings and higher seating. This interior is completely original. Typical of many early 1960s cars, clear vinyl seat covers protect the seats and burn the skin of unsuspecting children on hot, sunny days. After David purchased the car, he removed the weathered and cracked front vinyl seat cover but left the better rear cover in place.

■ Chevrolet emphasized the Impala's sportiness with crossed-flag emblems in the grille, both quarters, and trunk. The car is not a Super Sport, since that option wouldn't be available until later in the model year.

"Original cars, with all their bumps, bruises, and imperfections, are gaining the attention they deserve"

“The special price for the Coral Boss was \$3,575”

Shotgun 429

By Nancy Eszenszky
& Drew Hardin
Photos: Wes Allison

We spend so much time putting our revered muscle cars on a pedestal that we tend to forget that some of them were duds in the showroom. This Boss 429, for example, an original-paint, original-interior car, now lives in the rarified air of the most desirable of Detroit's supercars. In 1970, though, things were different.

On December 21, 1970, McCoy Ford in Southern California's Orange County put an ad in the *Los Angeles Times* offering not one, but three Boss 429s that were still in inventory. “There had been so much excitement with the Boss 429 introduction that the Ford dealers held them back and asked exorbitant sales prices,” remembers Nancy Eszenszky. “There wasn't a sale price in the ad, but here it was, almost 1971, and these three still hadn't found owners. We wondered if we'd be able to afford one.”

From Shooting Blanks to a Full-Bore Boss

and that did the trick for the couple. That and a discount. “The special price for the Coral Boss was \$3,575,” Nancy says. “With \$1,000 down the mighty Boss was ours. At \$200 under invoice.”

The couple immediately took their new car to Lions dragstrip. Rumor had it the Boss was a mid-12-second car in box-stock condition. “Wrong! Mid 13s at best,” says Nancy, still irritated years later. “Was I disappointed? No, just mad as the devil.”

But Andy and Nancy were also motivated to get some hustle into their new Mustang. First they added a pair of Sanderson

Nancy and her husband Andy made the trip from their San Fernando Valley home to Fullerton to check out the Bosses. Two were Grabber Green; one was Calypso Coral. “It was nighttime, and the green cars looked horrible under the fluorescent lights,” she says. The dealer had painted stripes on the Coral car's hood and trunklid to make it more desirable,



headers. "After four days, bloody knuckles, and help from our faithful friend Larry Goltz, the Boss had its headers," says Andy, a longtime mechanic. They also put 4.57 gears and a Detroit Locker in the 9-inch rearend and swapped the stock axles for beefier Henry's axles.

Then it was back to the track. "I raced at Orange County, Lions, Irwindale, but Orange County was the newest and the best one," Andy remembers. "I'd drive the 62 miles to Orange County, and there was a little speed shop right under the bleachers where racers could rent or purchase slicks. I chose a set of 11x14 Marsh Gold Diggers. At the starting line I brought the engine up to the 6,100-rpm rev limiter, dumped the clutch, and hit the finish line quick." The resulting 12.48 at 110 mph was "great," Andy remembers. *But what's next?* he thought at the time.

Andy doesn't recall which of his racing buddies was friendly with Mickey Thompson, but they were advised to visit him, as he was starting to race Boss 429s "and he might have some speed


parts he'd be willing to part with," Andy was told.

They were met at the door of Thompson's shop "by a shop mechanic who said we were welcome to look around the huge warehouse," says Andy. On one shelf Andy and Nancy spotted a Boss 429 supercharger setup. "Oh, I wanted that blower," Nancy recalls, "but behind us was a rather rugged-looking man who said on no uncertain terms that the blower was not what we needed for our Mustang." But, he said, a dual-quad tunnel ram made for one of his drag race cars, plus a Joe Hunt magneto and a handful of O-ring head gaskets, should do the trick.

They asked the mechanic if Thompson would be willing to sell these one-of-a-kind parts. "He said he would ask and come right back," says Nancy. "If we had \$250, Thompson said the parts were ours." Andy must have recognized the "rugged-looking man" giving the advice, but Nancy didn't. It was Mickey Thompson himself. "Thank you, Mr. Thompson, for the treasures," says Nancy.

They bought a junkyard Mustang hood for \$15, cut a hole in it

“The tunnel ram was a pain to see past”



■ Years of grabbing the spoiler to close the trunk have worn off the dealer-applied stripe.


■ Robert Rey, who knows just about everyone in the Southern California car scene and puts together car displays for various auto shows in the area, tipped us off to this amazing original Boss 429.

for the tall intake, and matched the new induction and ignition parts with a roller cam and lifters. At Irwindale the car made its best pass: 11.79 at 118 mph.

And yet there were still issues. “We had always driven the car to the dragstrip,” Andy points out, “and the tunnel ram was a pain to see past.” Steven, Andy and Nancy’s

son, adds, “Can you imagine my mom driving this thing trying to look past that tunnel ram?” They also had a problem with the new cam going flat. So the tunnel ram came off, and a 950-cfm Holley three-barrel was put on the Boss’s stock intake. The original hood went back on the car.

The Holley was no tunnel ram; the Mustang’s e.t.’s rose to the low 12s. But other things were changing for the couple too. “Dragstrips were closing down,” Andy



■ Andy testing a pair of slicks in front of Lions dragstrip in 1971. “They were mounted on really narrow, 16-inch truck rims,” he remembers. “The slick was so wide it was hard to mount.” They ran these tires on the Boss for several months.

AT A GLANCE

1970 MUSTANG BOSS 429

Owned by: Andy & Nancy Eszenszky, Tarzana, CA

Restored by: Unrestored original

Engine: 429ci/375hp V-8

Transmission: Close-ratio 4-speed manual with Hurst shifter

Rearend: 9-inch with 3.91 gears and Traction-Lok

Interior: Black vinyl bucket seat

Wheels: 15x7 Magnum 500

Tires: 235/60R15 Remington XT-120 front, 28-1050-15 M/T ET drag slicks rear

Special parts: 950-cfm three-barrel Holley carb, Sanderson headers, Henry’s axles, traction bars, KGB gas shocks, dealer-applied hood and trunklid stripes

Period performance: 11.79 at 118 mph



■ Andy and Nancy made a few modifications to the semi-hemi 429 during its racing days, but now it’s nearly stock again. There’s a 950-cfm three-barrel Holley under the air cleaner (which is topped by a Shelby lid). Sanderson headers help it exhale.

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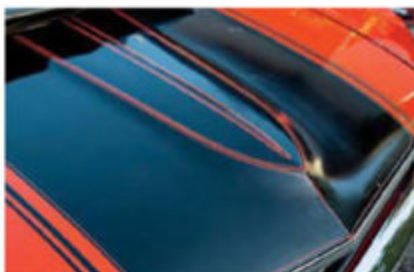
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remembers. "I got a job at the Chevy plant on Van Nuys Boulevard. My wife got a warning for drag racing on the way home from meeting me for lunch one day, while Steven was sound asleep on the back seat. And then a well-worn 1969 Shelby G.T. 350 convertible came into our lives."

The Shelby belonged to a neighbor, who had bought it in Texas. It was white and "jacked up like a 4x4," recalls Andy. Parts were plentiful for the Shelby's 351, compared to the pricey equipment needed to make the most of the Boss. "I didn't want to screw up the Boss that much, but the Shelby was already screwed up," he says, chuckling. The Mustang was parked, and after 1984—the latest tag on the car's license plate—it was driven hardly at all.

Yet it was driven, if infrequently, and it fired right up for our photo shoot. Andy and Nancy kept the M/T tunnel ram, the magneto, and those Marsh Gold Digger slicks. "Best of all, we kept the Boss, with its nice original paint and interior," Nancy says. "It stands proud on its well-worn 10-inch M/T slicks, and has racked up only 12,457 miles after all these years." 



ANDY & NANCY'S COLLECTION

Over the years, Andy figures he and Nancy have bought and sold upwards of 2,500 cars. Some were muscle cars: 10 Shelybs, six or seven Corvettes, and a six-cylinder Maverick with a 289 transplant that Nancy says she liked better than the Boss. Others were European sports and exotic cars, like the McCullough-supercharged Gullwing Mercedes that Andy wishes he never sold. He drove a Countach daily for a while, owned 10 of the über-powerful Mercedes 6.3 sedans, and had a Porsche Super 90 and even a tiny Messerschmitt.

These days the collection has been culled to just a handful of their favorites. Besides the Boss 429 and beloved Shelby G.T. 350 convertible, there's a Viper coupe, a Cosworth Vega, a NASCAR Edition F-150 pickup, and a hopped-up VW Super Beetle, a car with far more emotional value to the couple than what it would fetch on eBay.



■ Andy and Nancy Eszenszky bought the Mustang new in December 1970, after it had languished at McCoy Ford for months. The stripes on the hood and decklid were added by the dealer, hoping to give the understated Boss 429 more eye appeal.

■ The big 429 took up so much space in the Mustang's engine bay that many components—like the suspension mounts—had to be relocated. There was no room for a battery, so it was put in the trunk, all the better to aid traction at launch.

■ For a while Andy also ran these 24x11 Marsh Gold Digger slicks on the Boss, mounted on Shelby wheels. These were "axle twistin', valve bustin', gear jammin', e.t. choppin', spring bendin', cam crackin', torque gettin', smoke spittin', carb suckin'" slicks—it said so right on the tires! "They were good and sticky, but they were too short and I ran out of rpm," he remembers.

■ This tunnel ram, topped by two Holley 600-cfm double-pumpers, was made by Mickey Thompson for his Boss 429 drag racing efforts. Andy and Nancy bought the intake, plus a Joe Hunt magneto, for \$250 from Mick himself. Hard to estimate what these rare pieces of speed equipment are worth today.

■ Andy also enhanced the Mustang's launch capabilities with these traction bars. In the 9-inch pumpkin are 3.91 gears and a Traction-Lok diff.

■ Some of the vinyl woodgrain appliqué is delaminating, and there are a couple of small tears in the upholstery, but otherwise the Mustang's interior is mint, the result of just 12,000 miles of use.

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BarnMaster
LOT 62515
66911 shown



350 lb. Capacity

SAVE 28%

\$2499 REG. PRICE \$34.99

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PITTSBURGH 3 TON HEAVY DUTY STEEL JACK STANDS
LOT 38846 shown
69597/61196/62392



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PITTSBURGH 1000 LB. CAPACITY MOTORCYCLE LIFT
LOT 69904
68892 shown



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SUPER COUPON

3/8" PROFESSIONAL AIR RATCHET
CENTRAL PNEUMATIC
LOT 47706/60631/47214 shown



SAVE 46%

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• 50 ft. lbs. max. torque

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SUPER COUPON

RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE
CENTRAL PNEUMATIC
LOT 93897 shown
69265/62344



SAVE OVER \$91

\$5895 REG. PRICE \$149.99

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RAPID PUMP® 1.5 TON ALUMINUM RACING JACK

PITTSBURGH

LOT 69252/68053 shown
60569/62160/62496/62516

- 3-1/2 Pumps Lifts Most Vehicles
- Weighs 27 lbs.

"The Undisputed King of the Garage" – Four Wheeler Magazine

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LOT 61313/62570
62563/47770 shown

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NEW

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LOT 62403
69924 shown

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1/4" DRIVE LOT 2696/61277
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1/2" DRIVE LOT 62431
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1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH

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SAVE \$55

LOT 62627
68424 shown

\$74.99 **REG. PRICE \$129.99**

• 700 ft. lbs. Max. Torque

36861438

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1 TON CAPACITY FOLDABLE SHOP CRANE

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61858/69512 shown

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8" 5 SPEED BENCH MOUNT DRILL PRESS

PITTSBURGH

LOT 62390/62520
60238 shown

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WOW SUPER COUPON

MOVER'S DOLLY

PITTSBURGH

LOT 60497/61899
62399/93868 shown

\$8.99 **REG. PRICE \$14.99**

• 1000 lb. Capacity

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LOT 60343/67338 shown

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WOW SUPER COUPON

MECHANIC'S GLOVES

PITTSBURGH

MEDIUM LOT 61235
LARGE LOT 93640
X-LARGE LOT 93641

62434/62426 60447/62433 60448/62437 62428 62429 shown

SAVE 60% **\$3.99** **REG. PRICE \$9.99**

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PITTSBURGH

LOT 91616 shown
69087/60379

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68142 shown

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WOW SUPER COUPON

5 PIECE PLIERS SET

PITTSBURGH

LOT 69352/69351 shown
69353/62597/62598

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Part 9: Engine, Transmission & Exhaust Installation

BASKET CASE CHEVELLE

By Mark Ehlen

Photos: Mark Ehlen & Muscle Car Restorations

No doubt about it. Our Basket Case project, the 1970 Chevelle SS, is really starting to come together. With the sound of a strong and reliable powerplant still ringing in our ears, it's time to begin to button this thing up.

The Chevelle's restoration is being handled by Muscle Car Restorations of Chippewa Falls, Wisconsin. You'll notice that their techs have not yet installed any sheetmetal on the front of the car. Even though the body parts have been painted

and polished and have been ready to go for some time, they are stored safely away for now.

Why? Because during the course of a restoration it can be a really good idea to delay assembling certain parts if it makes it easier to install others. At this point in any project, it's perfectly normal to be tempted to do anything you can to keep the build moving forward. Watch out, though, that you don't let your enthusiasm to finish create other problems. Bolting up the engine and trans is almost effortless without the front-end sheetmetal in the way. So is bolt-

ing on the carb and its linkage, installing the headers, and screwing in the spark plugs.

But build efficiency is just one reason Muscle Car Restorations is keeping the sheetmetal tucked away. A bigger factor is protecting all those newly restored panels from any chance of damage. An engine and trans can be shoehorned into place with the front clip installed, but there is always the risk of scratching something. Blankets are routinely draped over fenders, and belt buckles are forbidden, but accidents can happen. No one wants to



1 Installing a scattershield—the one we’re using is from McLeod Racing—is different from bolting on a stock bellhousing. Before the flywheel is bolted in place, a backing plate is slipped over the crank flange. The locating pins will have to be punched out to allow enough clearance to get the plate behind the crank.



2 Offset locating pins are generally needed to position a scattershield on the crank centerline. It will be easier to rotate them as adjustments are made if they are not tapped all the way in until the end.

“Bolting up the engine and trans is almost effortless without the front-end sheetmetal”

repaint a fender if there is any way to prevent it.

Before we can drop the engine into the frame, we need to sort out the clutch, bellhousing, and transmission situations. No bellhousing came with the car, and though a used stock one would work fine, a bulletproof McLeod Racing scattershield and clutch kit were chosen instead to

Unweather your trim and plastic.

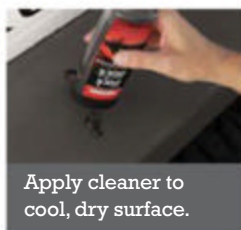


Make your exterior trim and plastics stand out with Mothers® Back-to-Black® care products.

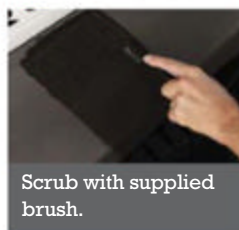
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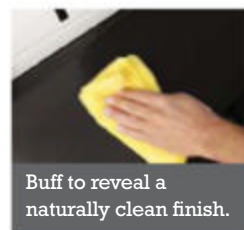
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Apply cleaner to cool, dry surface.



Scrub with supplied brush.

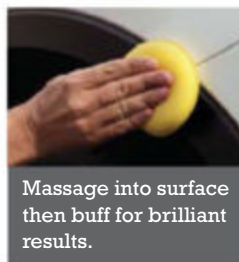


Buff to reveal a naturally clean finish.

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Pour restorer onto a dry terry cloth or sponge.



Massage into surface then buff for brilliant results.



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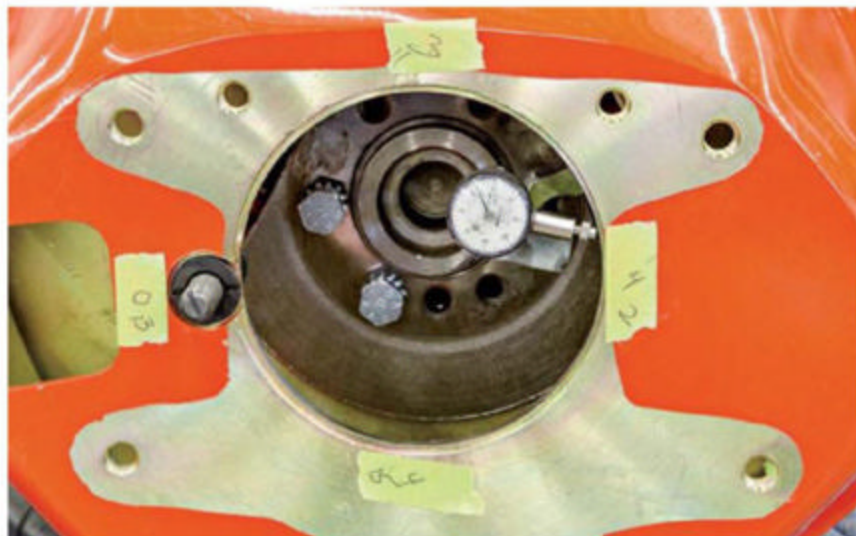
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handle the 550 lb-ft of torque that our big-block can generate. The Muncie M21 wide-ratio transmission that was included in the pile of parts looked OK, but given the condition the engine was in when it arrived, it was decided not to trust it. So

off it went to Anaheim Gear for a thorough inspection and rebuild.

The only exhaust parts that came with the car were a pair of cast iron exhaust manifolds. Muscle Car Restorations didn't even bother to check these for correct-



3 Attach a dial indicator to the crank to measure the bellhousing position. Max run out should be about 0.005 inch. All the bellhousing bolts need to be tightened between each pin adjustment before measurements are taken.



4 If not using a new flywheel, have the existing one checked and resurfaced. Muscle Car Restorations typically has even new flywheels lightly dressed just to be sure they are perfectly flat. Use high-strength red Loctite on the bolts and tighten to 55-65 lb-ft.

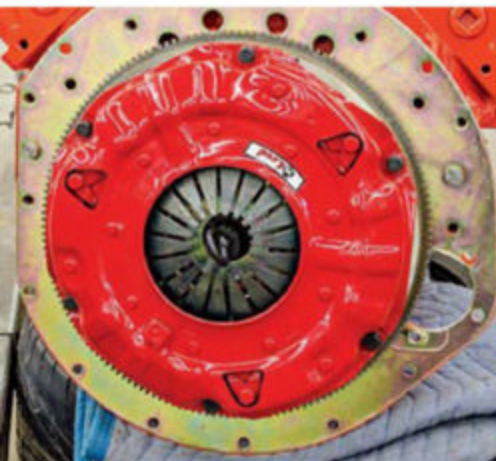


5 Since the rebuilt engine has a new crankshaft, there is no pilot bushing installed to hold the input shaft of the manual trans. An old socket can be used to tap a new one in place.



6 The McLeod clutch kit comes with a clutch alignment tool that fits into the pilot bushing and will center the clutch disc with the bushing so the transmission input shaft can slide through the clutch disc and then cleanly into the pilot bushing.

ness, as a pair of Doug's Headers and a premium free-flowing Flowmaster exhaust system were planned from the start. It makes no sense at all to build a great-running, 500-plus-horsepower big-block and then choke it off with a stock exhaust.



7 Once the clutch disc is aligned, torque the pressure plate bolts to 25 lb-ft.



8 The McLeod kit uses an adjustable clutch arm pivot ball. Set it so there is about a quarter-inch of clearance at the throwout bearing.



9 Stock (and 40-plus-year-old) engine and transmission mounts are throwaway items. These mounts from Energy Suspension will stand up to big-block torque and will likely outlast the restoration.

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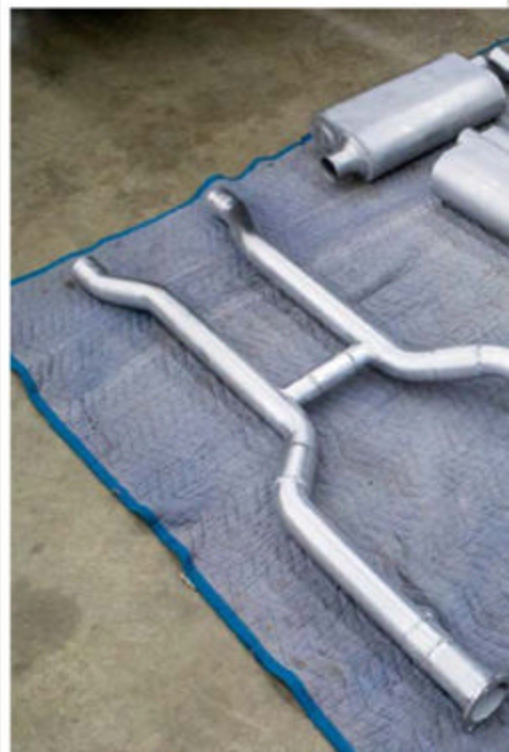
10 The starter is another one of those items where it may be false economy to rebuild the old one instead of installing new. This Dyna Force from MSD is smaller (offering more header clearance), lighter, tougher, and more powerful than a stock Chevy unit. If you do decide to go stock, be sure you use the high-torque version over the standard starter that was used on most small-blocks.



11 With no front sheetmetal in the way, it's pretty easy to slip the engine and transmission into place as a unit.



12 Unless you are planning a totally stock resto, there isn't much sense in using stock exhaust manifolds. They are heavy and restrictive and will rob power. Big-blocks are heavy enough as it is without hanging on a pair of these.



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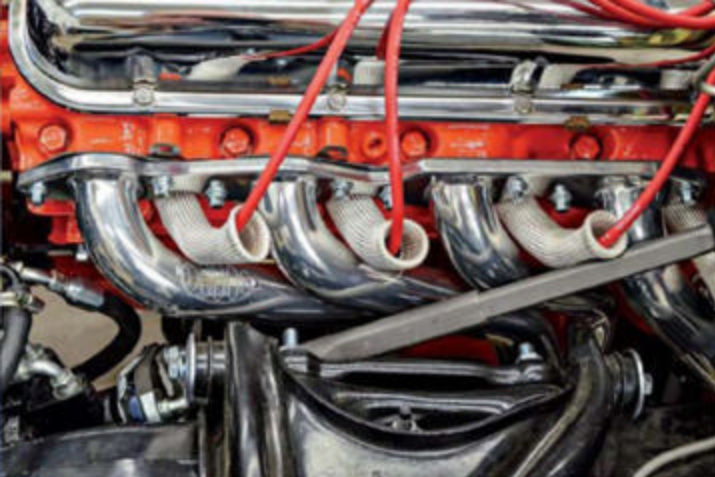
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13 A good set of headers not only saves a lot of weight but really opens up the exhaust side of the engine, allowing it to reach its full power potential. This pair from Doug's Headers (PN D313), with their 1¾-inch mandrel-bent tubes and metallic ceramic coating, fits beautifully, looks great, and will contribute to the engine's torque production.

500-plus-horsepower big-block and then choke it off with a stock exhaust"



14 The Flowmaster American Thunder 2½-inch exhaust system comes in kit form, so it can be custom fit for this exact application.



15 After the techs at Muscle Car Restorations mock up and fit the entire exhaust system under the car, they weld it up, add the header flanges, and send the whole thing, including mufflers, out to Premiere Powder Coating to be powdercoated. This prevents rust, of course, but also keeps the system clean and looking new.



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16 The Flowmaster kit provides an exhaust system that looks like it was designed and installed at the factory. In this photo you can also see the rear suspension



17 Here's a beauty shot of our "396" (now 434 cubes) as it appears in the finished Chevelle. It looks mostly stock and has a mild

**“A bulletproof
scattershield
and clutch
were chosen to
handle the 550
lb-ft of torque”**



pieces provided by PST that were installed in Part 7 of the buildup, as well as a teaser look at the rear axle, the rebuild of which by Moser will be covered in an upcoming story.



idle that will be great for cruising, and yet doesn't let on about the 500-plus-horsepower hiding inside. **MC**

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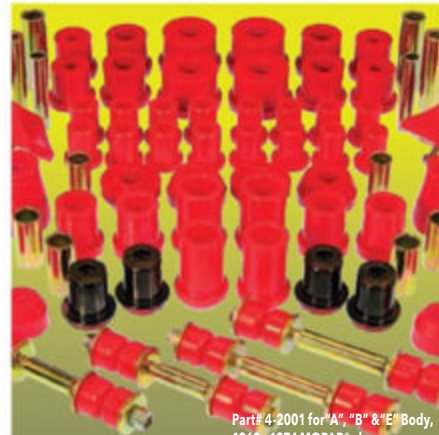
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When Mopar enthusiast extraordinaire Bob Conca was on the lookout for his next project, little did he know that the search would lead to a Canadian storage facility and a rare, Hemi-powered 1970 Dodge Challenger R/T—broken down into hundreds of boxes.

Already the proud owner of several rare E-Bodies, the Westchester, New York, resident had an interest in finding an original Hemi Challenger, a car that had eluded his grasp in the past. It wasn't going to be an easy task by any means, as fewer than 400 examples were made by Mother Mopar in the two-year span they were available. Consider that he also wanted a four-speed in his hands, and that production number drops considerably. But Bob had faith that he'd score one. He just had to look harder.

Six months into the search, Bob got wind of a possible match, a Hemi car located somewhere in Canada. Rumor had it that the rare pony car was sitting dormant, partially restored and collect-

ing dust. So Bob did what any of us would have done: He hopped on the Thruway north and headed to the land of Molson and Mounties. He met with the car's owner and spied his rare find. He then spent the day going through the storage facility that the Challenger's parts were housed in, and checking out the primed shell of the dusty Dodge.

This is when he realized the Challenger was in boxes, hundreds of them. Bob did his best to inventory the parts, making sure the rare car's OE pieces were still in the owner's possession. There was good news on the horizon, as Bob discovered that pretty much every part needed to rebuild the car was accounted for.

More good news: The body had been rebuilt before repop metal was available, so a set of N.O.S. quarter-panels

A Boxed-Up Challenger From the Great White North

By Scotty Lachenauer



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HEMI





replaced the partially eaten ones the car had worn previously. The doors, hood, and fenders were off the car but in good, usable shape. A date-correct transmission was present, as was the 3.54-geared Dana 60 rear. The most important ingredient, a date-correct Hemi powerplant, was there, too. It was disassembled, but luckily all of its major ingredients were accounted for. With that, Bob pulled the trigger, bought the box-load of Challenger, and prepped it for its ride back to the States.

Once Bob reached the border, both Homeland Security and the Border Patrol inspected each of Bob's newly acquired boxes of Challenger parts. After looking through the piles of E-Body doodads and pertinent pieces, the security team flat-out asked Bob if he was crazy! Bob laughed it off and hightailed it back home, where his



■ Many people got a chuckle when Bob brought the Challenger back across the border in pieces, and that includes the Customs Agents, Border Patrol, and finally his wife. Luckily, that didn't deter Bob, as the eye popping muscle car is now an amazing example of a rare four-speed, Hemi-powered Challenger.

wife finally got a good look at what he dragged back to their family abode. Not surprisingly, her first words to him were, "Are you crazy?" Unfazed by all the doubt surrounding his decision, Bob still had a clear picture of the mission was about to take on.

Bob knew he had a rare car sitting in his shop, one of only 19 Hemi Challengers sent to Canada. Better yet, it was a four-speed car and was set up at the factory to be a stripped-down, dragstrip terror. A better example of an E-Body would be hard to find. And luckily, Bob had in his possession the original factory broadcast sheet and a history of the car dating back to 1973, so returning the Challenger to its as-born state would be a precise process.

The Dark Green Metallic (F8) ride was built with few amenities. Though the

original owner wanted the thrill of a four-speed with the new Pistol Grip shifter, he decided he didn't need the console to go along with it. No trim graces the wheelwell openings, and no hood pins hold down the sport hood. A black vinyl top accents the paint just fine, but no side stripes were ordered. Dog dish hubcaps on painted steel wheels complete the look of a true sleeper race car.

However, a few creature comforts were ordered to help with the Challenger's drivability and reliability. A rear window defogger was needed to deal with the Canadian climate. Power brakes helped bring the big Hemi to a halt. Interestingly enough, power windows were ordered by the original owner, a strange addition to an otherwise mostly manual car.

After evaluating the bodywork that had been done, Bob decided to send the Challenger's shell out to Ken Mosier at The Finer Details in Danville, Indiana. Ken was

AT A GLANCE

1970 CHALLENGER R/T

Owned by: Bob Conca, Westchester, NY

Restored by: Owner; The Finer Details, Danville, IN; Performance Plus, Odin, IL

Engine: 426ci/425hp Hemi V-8

Transmission: 4-speed manual

Rearend: Dana 60 with 3.54 gears

Interior: Black vinyl bucket seat

Wheels: 15x7 factory steel

Tires: F60-15 reproduction Goodyear Polyglas

Special parts: Power windows, power brakes

Period performance: 14 seconds at 104 mph (Road & Track, Aug. 70)

■ Purpose-built is a good way to describe Bob Conca's Hemi-powered Challenger R/T. It's a true sleeper, void of stripes and hood pins, options that would have signaled that something bigger lurked under the Challenger's hood.



to handle all the necessary metalwork and body reconditioning, and good friend Kevin (Ken's master painter) was going to lay down the new F8 skin on the E-Body. While the body was getting its new life, Bob started restoring some of the Challenger's integral parts, a daunting task given the number of boxes the car's components were stored in. And he also started the massive undertaking of bringing the four-speed trans and Dana rear back to life.

The Hemi also needed help, so Bob brought the Elephant motor to good friend Martin Wimberly at Performance Plus in Odin, Illinois, for a complete rebuild. There he knew the 426 was in good hands, as Martin has had a boatload of experience with these potent Pentastar powerplants. Once it was completed, Bob picked up the motor and now freshly painted body and started phase two of the restoration.

Bob labored over reconstructing the Hemi to exacting detail. Through his personal knowledge and help from friends who understand the Mopar way, he faithfully rebuilt this beautiful Challenger to the highest of standards. Some days went well, others not so, but the owner saw it through to the end. The result: a beautiful, "time-capsule perfect" example of a Mopar classic. It's now hitting the show circuit and has consistently won First Place or Best of Show at every event Bob has brought it to. Bob wants to thank everyone involved for their support in bringing this export Mopar back to life. **MCA**



■ This Hemi engine is not the Challenger's original powerplant. That was long gone before Bob bought the boxed-up Challenger in Canada. However, a date-correct 426 was included with the parts when Bob scored the car.

■ The no-frills approach to this car's options list continues inside. Note that the dash holds just an AM radio—there's no air conditioning, and there's no console around the Pistol Grip shifter. Yet the owner did order power windows. Weird.

■ Bob decided to go with the stock steelies and dog dishes when he restored the car, to continue with the "under the radar" look that the original owner designed it with.

"He had a rare car, one of only 19 Hemi Challengers sent to Canada"

GM's Canada-Only Lovechild Was Born of Chevelle SS & GTO parents

By Richard Truesdell



Conroy's Cheetah

This story started with a phone call from Kenn Funk, a well-known muscle car collector whose cars have appeared in several issues of *MCR*. "Rich, you have to see my friend's car. It's a Cheetah," said Kenn.

"A Bill Thomas Cheetah?"

"No, no," Kenn replied. "It's a Conroy Pontiac Cheetah, one built from a 1967 Beaumont SD. You know, the Canadian GM intermediate that's a cross between a Chevelle SS and a GTO."

I asked Kenn what was under the hood, and he said it was a very rare 427 conversion. He said, "And best of all, he drove it down from his home in Vancouver, British Columbia, 1,500 miles, to display it at the Hot Rod Reunion in Bakersfield."

When I arrived at our photo location, the iconic Blair's Speed Shop in Pasadena, Kenn and his friend George Pappas were waiting for me. The Cheetah is a dark Verde Green with red stripes. George is the kind of guy who not only owns a piece of muscle car history but also has the passion to document his car, making my job a dream.

George filled me in on the history of Conroy Pontiac. In the GM muscle car hierarchy, you could consider the dealership as a Canadian counterpart to Nickey, Yenko, or Berger. It was *the* dealer-

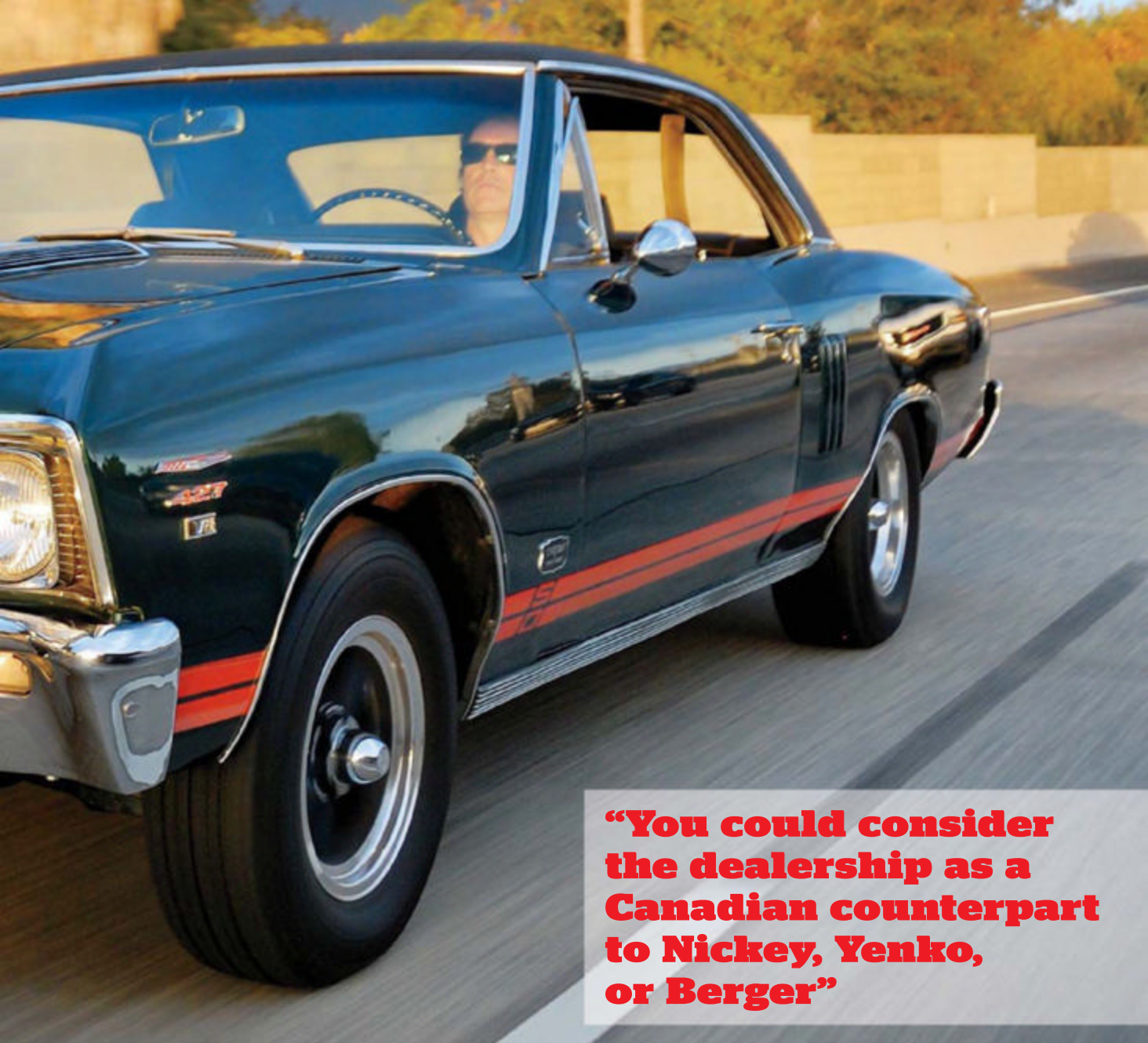
ship in Western Canada where you went if you wanted the fastest car on the street.

Beaumont History

But first, what exactly is a Beaumont? Because of the cross-border trade agreements in place at the time, the Big Three produced the cars they sold in Canada in Canadian manufacturing plants. This led to many unique models sold by GM's Canadian Pontiac dealers that were often "dualled" Buick franchises. (In Canada, Chevrolet dealerships were typically dualled with Oldsmobile franchises. Ford had a similar arrangement producing unique-to-Canada models for its Mercury dealers.)

Starting in 1962, Canada's Pontiac dealers sold the Acadian, a rebadged version of the Chevy II. Starting in 1965, it launched the Beaumont, an intermediate-sized car that was a mashup of the U.S. Chevrolet Chevelle SS and Pontiac GTO.

The Beaumont had a Chevelle exterior with a unique, Beaumont-only grille and some Pontiac trim elements. It had an interior that mostly mimicked that found in the U.S. LeMans, was powered by Chevrolet engines, and was mounted on the Chevrolet version of the GM intermediate chassis, not the Pontiac. Con-



“You could consider the dealership as a Canadian counterpart to Nickey, Yenko, or Berger”

fused? It was just the way things worked in Canada until the two countries signed the Canada-United States Automotive Products Agreement in 1965, which eliminated most cross-border tariffs. By the 1970 model year, the Beaumont marque was retired as Canada's Pontiac dealers would sell most of the LeMans, Tempest, and GTO models available south of the border.

Conroy Pontiac-Buick in West Vancouver was established in 1963 at just about the time when the Mission Raceway dragstrip opened. Another GM dealer, Mander Chevrolet-Oldsmobile, also in Vancouver's suburbs, capitalized on the performance craze of the mid-1960s. Like Conroy, it had two drag racers on staff. A healthy rivalry ensued.

At Conroy, Sales Manager Mike Carmichael was the point person for the dealership's high-performance activities. Like his contemporaries producing dealer specials in the United States, he came up with a name for the dealership's special-edition cars. Cheetah was the choice, as it connoted speed. It was applied to a series of performance-oriented, intermediate-sized Beaumonts.

Carmichael would order every car, typically the high line SD (Sport Deluxe) model, from the factory with a number of specific options. This would usually include the biggest possible V-8, in

this case the Chevrolet 396, mated to a Muncie M20 four-speed manual transmission. Other typically specified options were 12-bolt Positraction limited-slip differentials and heavy-duty suspension and brakes. A tach, mag-style wheels from Buick, and dealer-installed racing-style mirrors rounded out the Cheetah package.

Once the cars arrived at Conroy, they received specific Cheetah badging. In 1966 through 1968, 10 Cheetahs received dealer-installed, blueprinted L72 427 V-8s that produced a reported 450 (gross) horsepower. To reach this output, L88 and ZL1 parts were used.

In 1969, with the A-Body Beaumont's six-year production run about to end, the Cheetah moved down market with just budget-priced two-door post sedans offered that year. In 1970, the Beaumont became an orphan, as GM Canada started building the LeMans and the GTO in Canada.

Muscle Cars Canadian Style

Growing up on Vancouver's Main Street in the 1960s, George Pappas wasn't much different from other young car enthusiasts across North America at the dawn of the muscle car era. "My father would take me to the local Pontiac-Buick dealer every

September to view the new cars when he had work done on his Pontiac," recalls George. "There was a nearby park where I spent a lot of my summer holidays, and on Saturdays and Sundays the teenagers with cars were driving cars from 1949 to 1954. By 1967, I started seeing some newer cars, from 1955 to 1957—you know, the

classic Tri-Fives as well as some mid-'50s Fords. Although my wheels consisted of a bicycle, I started to help the older guys fix up their cars, many of which ended up at Mission Raceway. At the time there were seven speed shops locally where I watched so many of these hot rods entering and exiting. It didn't take long for me, at just

15, to have my own cars, stored in a rented garage: a straight-axle 1955 Chevy, a 1960 Chevy [George's first car, which he owns to this day. —Ed.], and a 1966 Nova. It was a great time."

What about the Cheetah? "I acquired the Cheetah in a private sale from a local seller in Vancouver," says George. "I paid what I



■ American Racing TorqThrusts mount Uniroyal Tiger Paws on George's Cheetah.

■ Like their U.S. cousins, many of Conroy's Beaumonts were converted to Cheetahs to run at the dragstrip. Here's a 1969 model at the Mission Raceway east of Vancouver.

■ George still owns his first car, a 1960 Chevy Biscayne he bought when he was 15.

■ Following the lead of Yenko, Nickey, and its other U.S. counterparts, Conroy Pontiac-Buick replaced the Beaumont's 396 with a 427-inch L72, performance tuned to deliver 450 hp.



■ Beaumont interiors were trimmed more like a Pontiac LeMans than a Chevelle. Note the Cheetah and 427 dash plaques added by Conroy. The Hurst shifter is attached to a M20 four-speed.



GEORGE PAPPAS PHOTOS

AT A GLANCE

1967 BEAUMONT SD CHEETAH

Owned by: George Pappas, Vancouver, B.C., Canada

Restored by: Owner

Engine: 427ci/450hp L72 V-8

Transmission: Muncie M20 4-speed manual

Rear end: 12-bolt with Positraction

Interior: Black vinyl front bucket seats

Wheels: 15x6 front, 15x8 rear American Racing

Tires: F70x15 front, G70x15 rear Uniroyal Tiger Paws

Special parts: L72 Cheetah conversion done by Conroy Pontiac-Buick





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believe to be a record price for any Cheetah. I had been watching this Cheetah for 15 years. And you know the story. It was never for sale when I had the money, or when it was for sale I didn't have the money. It had traded hands a couple of times before I was able to get it in 2008. I did a frame-on restoration of all running gear, suspension, the gas tank, brakes, and wheels. The body didn't need much attention, just a few touchups. It was in great shape overall."

At the 2014 Hot Rod Reunion in Bakersfield, dedicated to nostalgia cars from

1972 and earlier, George's Cheetah was displayed next to two other Vancouver cars: a 1940 Willys Gasser and its matching dragster. "We were in the area called the Grove," says George. "The response was great towards the Cheetah, and I talked with a lot of really informed car guys and ladies who shared some great stories from back in the day."

When asked about gas mileage en route, George just smiled. "If you have to worry about gas mileage, you shouldn't own a car like my Cheetah." **MCA**

GEORGE PAPPAS PHOTO



■ Though his Beaumont is one of just 10 with the Cheetah conversion, George isn't shy about driving it. He took a 1,500-mile trip from his Vancouver home to California for the 2014 Hot Rod Reunion.



■ SD stood for Sport Deluxe, a high-end model in the Beaumont line. Here, too, Conroy dressed the car with Cheetah badges.



■ The Beaumont's grille was among the pieces on the car that wasn't shared with a U.S. Chevrolet or Pontiac model. It definitely gives the car a distinct look.

"10 Cheetahs received a dealer-installed, blueprinted L72 427 V-8"



■ Though it looks like a Chevelle, a Canadian Beaumont is a hybrid of Chevrolet and Pontiac parts along with some pieces unique to the make. George Pappas' Beaumont Cheetah is one of just 10 with a dealer-installed 427.

NEW PRODUCTS

■ Rollin' Thunder

That's the name Edelbrock has given a new line of camshafts for '57-'86 283-400-inch Chevy small-block engines. The Rollin' Thunder cam profiles provide sufficient vacuum for brakes and other accessories, but also have aggressive lift profiles (without excessive valve overlap) to produce healthy power and torque levels from 1,500 to 6,500 rpm. Edelbrock's testing of a Rollin' Thunder cam in a 383 crate motor, matched with an Edelbrock Performer RPM intake, AVS carb, and Performer RPM E-Tec heads, produced 460 hp and 460 lb-ft of torque. Information: Edelbrock, edelbrock.com.



■ Sport Wheel

While it is not an exact reproduction, GT Performance Products' new GT Pro-Touring Sport steering wheel is "inspired by" the iconic four-spoke steering wheels found in 1970s Chevys. The wheel features black anodized aluminum spokes riveted to an inner steel channel with a molded polyurethane grip. Perforated, ergonomically shaped handgrips help you keep a firm hold on the wheel. The wheel's rim is covered in Italian leather that's baseball stitched. The wheel measures 14½ inches in diameter and has a 2¾-inch dish. Information: GT Performance Products, 818/847-9611, gtperformance.net.

■ A-Body Floor Pan

Auto Metal Direct (AMD) is now reproducing the floor pan that fits under the rear seats of '67-'76 Mopar A-Bodies (Darts, Valiants, Dusters, Demons, Signets, Scamps, and early Barracudas). These heavy-gauge steel pans are exact reproductions of the factory stampings, are made on AMD's steel tools, and are finished with an EDP coating. Information: Auto Metal Direct, 866/591-8309, autometaldirect.com.



■ Master Blaster

When cleaning your car, there are some places towels just don't work. For those hard-to-wipe areas consider the Master Blaster, one of many car-care products offered by California Car Cover. Sort of a vacuum in reverse, the Master Blaster has two twin-fan, 4hp motors to deliver up to 58,500 feet per minute of filtered, warm air. Five nozzles allow you to precisely control the air flow, while a 10-foot power cord gives you room to move around your car. Information: California Car Cover, calcarcover.com.



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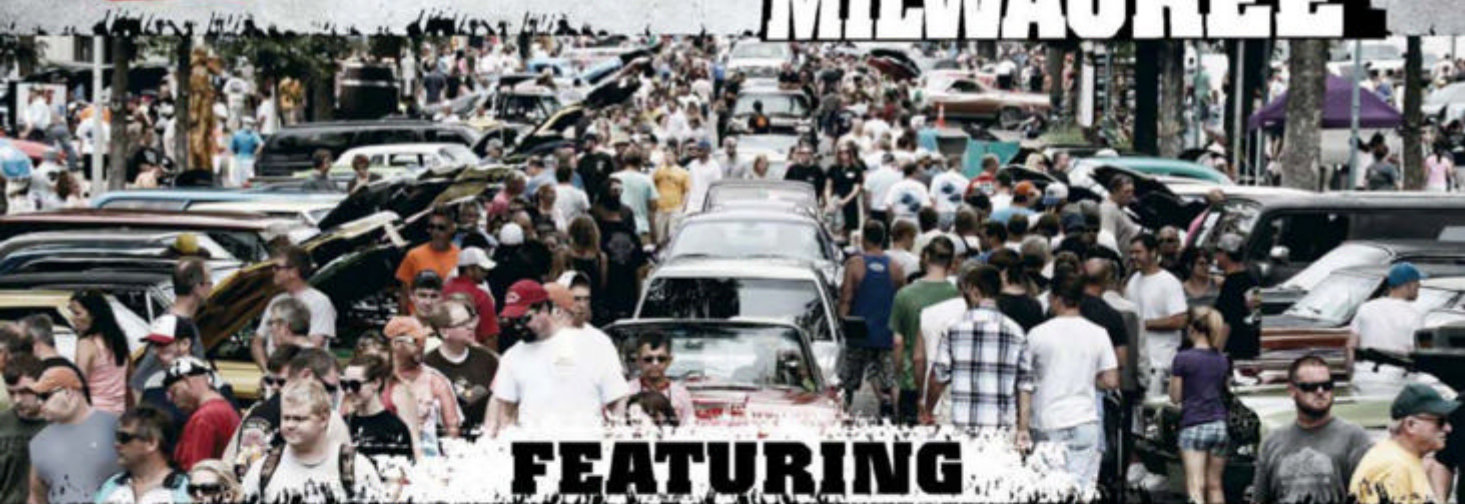
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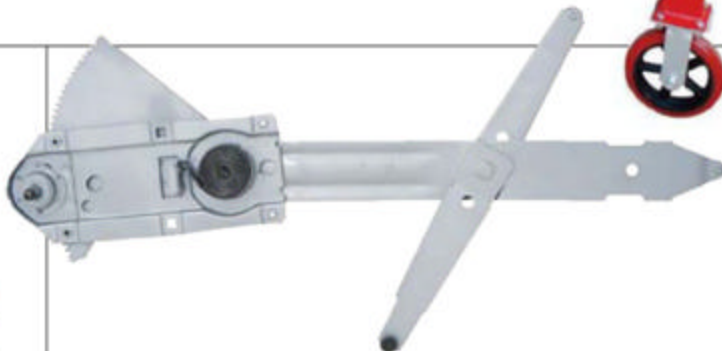
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■ Easy Run Test Stand

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■ Chevy II/Nova Window Regulators

New from OER are these reproduction window regulators for '68-'72 Chevy II and Nova models. Each regulator is manufactured from stamped steel to match the original part. They are available for two- and four-door models, including regulators for the rear quarter windows on two-doors. Note that the quarter-window regulators follow the design of the early models and lower the window to the car's beltline. Regulators used in later cars that stop the windows above the beltline are not available. Information: OER, oerparts.com.

■ BFGoodrich Redlines

Coker Tire has added BFGoodrich Silvertown 7.75-14 redlines to its ever-expanding inventory of collector car tires. These bias-ply tires are made in the USA and feature a four-ply polyester cord construction with a 3/8-inch redline built into the mold. This tire was original equipment for several makes, including Pontiac, Chevrolet, Oldsmobile, Dodge, AMC, and others from 1965 to 1969. The redline was typically an option for the special trim levels, but using these tires on a base model can upgrade its looks and still be era correct. Information: Coker Tire, 800/251-6336, cokertire.com.



■ Mopar Wooden Signs

For the Plymouth or Dodge fan looking to outfit his (or her, for that matter) man cave, these wooden signs from Mopar would be a nice touch. One features the 1937 Mopar logo, the other from 1972. Each sign measures 16 by 24 inches and is made in Michigan from cedar planks, so each sign has a distinct grain pattern. Tin and aluminum signs with these and other Mopar logos are also available. Information: Mopar, wearmopar.com. **MCA**

Things I've Noticed About TV and Movie Cars

I have a bad habit of spending too much time vegging on the couch in front of the TV. Even though almost half of the programming was unbearably dumb infomercials, I was burning up too much time with my favorite shows like *American Pickers*, *Deadliest Catch*, and any of the car-flipping shows like *Gas Monkey* and *Car Chasers*.

So last summer I took the bold step of dropping my DirecTV. With it went two other bundled items, my quaint telephone landline and my longtime email address, which was part of my Verizon internet access.

Instead, I bought a TV antenna (remember those?) and have been pulling in the free digital channels and their associated sub-channels. Besides saving around \$150 per month, I've discovered a couple of networks that specialize in reruns of old 1960s TV shows. Welcome to veg city, part II.

It's been fun getting reacquainted with the old police dramas like *Dragnet* and *Adam 12*. My family lived out of the country from 1970 to 1972, so I wasn't around to see Tony Nelson marry Jeannie or officers Reed and Malloy trade in their Satellite for an AMC Matador. The reruns have helped me catch up. The cop shows have lots of street scenes. As they patrol, I'm scanning the back-grounds, looking for old car dealerships and gas stations. The hardboiled Joe Friday and his likeable partner Bill Gannon did a lot of Los Angeles cruising in their 1967 Fairlane, though the optional deluxe steering wheel seems like a waste of taxpayer money.

But that's being too picky. Sweating the details wasn't that big of a thing back then. I just watched an episode of *Mod Squad* in which our highly hip trio—Pete, Link, and Julie—begin the episode driving a knockout 1971 Challenger convertible and finish in a nearly identical '72. Huh?

And there are plenty of other details that trade realism for greater on-camera razzmatazz. Here are some things I've learned watching old cars do their thing Hollywood style.

Tires squeal a lot, even on dirt roads, even going in a straight line or in normal braking.

Any car going over a cliff will become a huge fireball, even before any impact.



CAR CRAFT PHOTO

■ In TV and the movies—and especially on *The Dukes of Hazzard*—cars can do amazing things, like fly hundreds of feet and land unscathed. Unless it's going over a cliff. Then it will erupt into a fireball for no apparent reason.

It's possible, even likely, for a car to morph years in the seconds before a huge collision/fireball scene. Example: Leslie Nielson drives what looks like a 1964 Thunderbird in the above-referenced *Mod Squad* episode, but when bad guys pushed him over a cliff, the car (yes, it became an instant fireball) suddenly became a '62. Ditto the ending to *Vanishing Point*, where Kowalski's Challenger becomes a Camaro.

When the good guys are in a hurry, especially when pursuing a bad guy, neutral safety switches cease to exist. The car begins moving the instant the engine starts. *The Streets of San Francisco* was big on this.

When pursuing a bad guy, the good guy's car will have enough power to quickly catch up to the bad guy, but once the gap is closed, the good guy's car will only have enough power to maintain the same speed.

Wheel covers that flew off in an earlier scene can reappear, especially during a chase. Ditto body damage. Bad guys love to pull alongside the good guy's car, shoot them a menacing glance, then jerk the steering wheel hard and try to run them off the road. Body damage occurring in such an exchange is likely to disappear in later scenes only to reappear in still later ones.

When a car involved in a chase encounters a parked car, it will not result in a mere collision. Instead, the car in motion will vault over the parked car amid a spectacular

shower of sparks, fly 15 feet into the air, and perform a giant barrel roll.

During a chase, all cars being pursued must, during the course of that pursuit, run into: a chicken coop, sending chickens flying all directions; the well-stocked cart of a sidewalk fruit vendor, sending fruit flying all directions; or a big stack of cardboard boxes, sending cardboard boxes flying in all directions.

And of course, fruit vendors will always be rotund guys wearing an apron and a newsboy cap, all cardboard boxes will be empty, and the car will suffer no damage.

Also during the chase, the car being pursued must, during the course of that pursuit, swerve onto a sidewalk, where: a mother pushing a baby carriage will run for dear life; a cop writing parking tickets will dive for cover; or painters will have their scaffolding knocked over and their paint will spill. Or all of the above.

As demonstrated by the flying Chargers in *The Dukes Of Hazzard*, any car doing a motocross-style jump, soaring two stories high and traveling most of the length of a football field, will, upon landing, bottom out its suspension but incur no other damage, not even a flat tire, then continue on its way. Likewise, occupants will suffer no spinal injuries nor damage to their hairstyle.

This, friends, was well before "reality" shows. 🇺🇸

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